AUSTIN CITY COUNCIL

AGENDA

Thursday, June 22, 2006

#94

Back

Zoning Ordinances/Restrictive Covenants
RECOMMENDATION FOR COUNCIL ACTION

Subject: C14-05-0177 - Shropshire Dessau Retail Tract 2 - Approve second/third readings of an ordinance amending Chapter 25-2 of the Austin City Code by rezoning property locally known as 11000 Block of Dessau Road (Walnut Creek Watershed) from development reserve (DR) district zoning to neighborhood commercial-conditional overlay (LR-CO) combining district zoning with conditions. First reading approved on May 18, 2006. Vote: 4-1 (Alvarez-Nay; Thomas, Kim off the dais). Applicant: Complete Real Estate SVC, Inc. (David Schoenemann). Agent: Thrower Design (Ron Thrower). City Staff: Sherri Sirwaitis, 974-3057.

Additional Backup Material
(click to open)
D Staff Report

For More Information: Sherri Sirwaitis, 974-3057.

SECOND/THIRD READING SUMMARY SHEET

ZONING CASE NUMBER: C14-05-0177 (Shropshire Dessau Retail Tract 2)

REQUEST:

Approve second/third readings of an ordinance amending Chapter 25-2 of the Austin City Code, zoning the property locally known as 11000 Block of Dessau Road from DR, Development Reserve District, zoning to LR-CO, Neighborhood Commercial-Conditional Overlay District, zoning.

The ordinance and public restrictive covenant reflect those conditions imposed by Council on 1st reading.

PROPERTY OWNER: Complete Real Estate SVC, Inc. (David Schoenemann)

AGENT: Thrower Design (Ron Thrower)

DEPARTMENT COMMENTS:

The property in question is undeveloped and moderately vegetated. The applicant is requesting a rezoning to develop retail uses, a convenience store and office use on the site.

The staff presents an alternate recommendation of LR, Neighborhood Commercial District, zoning for this tract of land because the location of the property meets the purpose statement of the LR district as it is situated at the entrance to a residential neighborhood. The LR district site development regulations and performance standards are designed to ensure that the use is compatible and complementary in scale and appearance with a residential environment. Neighborhood Commercial zoning would be appropriate at this location because the property is located at the intersection of a collector street and a major arterial roadway. The proposed commercial zoning will provide services to the surrounding residential areas to the northwest and southeast of Dessau Road. There is an existing creek bed located to the north of the site under consideration that will maintain a physical buffer for the proposed commercial uses from the single-family residential neighborhood to the north and west.

The applicant's transportation engineers have provided the staff with a Technical Memorandum regarding the City Council's questions at first reading (Attachment B). The staff is in the process of reviewing this information and will provide comments concerning the Council member's questions about transportation issues in this case in a separate memo.

DATE OF FIRST READING/VOTE: May 18, 2006 / Approved ZAP recommendation of GR-CO zoning on first reading with additional conditions of 70% impervious cover maximum, make median cut on Shropshire compatible with driveway entrance to Tract 2, direct Transportation staff to analyze trip limitation for site and bring back information at 2nd/3rd readings (on June 22nd), and direct Transportation staff to bring back plan to lower the speed limit

ORDINANCE NO. _____

AN ORDINANCE REZONING AND CHANGING THE ZONING MAP FOR THE PROPERTY LOCATED AT THE 11000 BLOCK OF DESSAU ROAD FROM DEVELOPMENT RESERVE (DR) DISTRICT TO NEIGHBORHOOD COMMERCIAL-CONDITIONAL OVERLAY (LR-CO) COMBINING DISTRICT.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

PART 1. The zoning map established by Section 25-2-191 of the City Code is amended to change the base district from development reserve (DR) district to neighborhood commercial-conditional overlay (LR-CO) combining district on the property described in Zoning Case No. C14-05-0177, on file at the Neighborhood Planning and Zoning Department, as follows:

A 2.92 acre tract of land, more or less, out of the Thomas H. Mays Survey No. 89, Travis County, the tract of land being more particularly described by metes and bounds in Exhibit "A" incorporated into this ordinance (the "Property"),

locally known as 11000 Block of Dessau Road, in the City of Austin, Travis County, Texas, and generally identified in the map attached as Exhibit "B".

PART 2. The Property within the boundaries of the conditional overlay combining district established by this ordinance is subject to the following conditions:

1. Development on the Property may not exceed 70 percent impervious cover.

2. The following uses are prohibited uses of the Property:

Financial services Service station

Except as specifically restricted under this ordinance, the Property may be developed and used in accordance with the regulations established for the neighborhood commercial (LR) base district and other applicable requirements of the City Code.

PART 3. This ordinance takes effect on _____, 2006.

PASSED AND APPROVED

§
§
_____, 2006 §

Will Wynn
Mayor

APPROVED: _____ **ATTEST:** _____

David Allan Smith
City Attorney

Shirley A. Gentry
City Clerk

EXHIBIT A

CARSON AND BUSH

PROFESSIONAL SURVEYORS, INC.

1904 FORTVIEW ROAD
AUSTIN, TX 78704
TELEPHONE: (512) 442-0990
FACSIMILE: (512) 442-1084

May 16, 2005

FIELD NOTE DESCRIPTION OF 2.92 ACRES OF LAND OUT OF THE THOMAS H. MAYS SURVEY NO. 89, ABSTRACT NO. 562, IN TRAVIS COUNTY, TEXAS, BEING A PORTION OF THAT CERTAIN (181.94 ACRE) TRACT OF LAND AS CONVEYED TO B.R. PAYTON BY DEED RECORDED IN VOLUME 419, PAGE 230 OF THE DEED RECORDS OF TRAVIS COUNTY, TEXAS AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING at a square head bolt found in the Southwest right-of-way line of Shropshire Boulevard, recorded as Copperfield, Section One, Phase F, according to the map or plat thereof recorded in Volume 85, Page 97D of the Plat Records of Travis County, Texas, same being a point in the Southeasterly line of that certain (178.12 acre) tract of land as conveyed to Davidson & Associates VII, by deed recorded in Volume 3638, Page 275 of the Deed Records of Travis County, Texas and the most Northerly corner and **PLACE OF BEGINNING** of the herein described tract, from which a square head bolt found in the Southwest right-of-way line of said Shropshire Boulevard bears, N50 deg. 50'00"W 79.82 feet;

THENCE with the Southwest right-of-way line of Shropshire Boulevard, same being the Southeast line of said Davidson & Associates VII (178.12 acre) tract, **S36 deg 56'30"E 138.09 feet** to a ½" iron rod set with a plastic cap imprinted "Carson and Bush Professional Surveyors, Inc.", for the Southeast corner of Shropshire Boulevard, same being a point in the West right-of-way line of Dessau Road and the Northeast corner of the herein described tract, from which a PK nail found for the most Westerly corner of Lot 25, Block A, Pioneer Crossing, Section 2, according to the map or plat thereof recorded in Document No. 200200323 of the Official Public Records of Travis County, Texas, bears, N80 deg. 30'48"E 226.10 feet (direct tie);

THENCE leaving the Southeast line of said Davidson & Associates VII (178.12 acre) tract and crossing the interior of said Payton (181.94 acre) tract with the West right-of way line of Dessau Road, **S27 deg. 17'51"W 233.09 feet**, to a ½" iron rod set with a plastic cap imprinted "Carson and Bush Professional Surveyors, Inc.", for the most northerly corner of that certain (5445 square feet) tract of land as conveyed to Travis County, Texas, by deed recorded in Volume 10807, Page 1659 of the Real Property Records of Travis County, Texas;

THENCE continuing across the interior of said Payton (181.94 acre) tract with the West right-of-way line of Dessau Road and the East line of said Travis County (5445 square feet) tract, the following two courses:

1.) S33 deg. 47'05"W 258.98 feet, to a ½" iron rod set with a plastic cap imprinted "Carson and Bush Professional Surveyors, Inc." for a point of curvature;

2.) following along a curve to the right whose radius is 1577.02 feet, for an arc length of 370.30 feet, and which chord bears, **S40 deg. 30'42" W 369.45 feet** to a point in the approximate centerline of Walnut Creek, from which a ½" iron rod found for the most Northerly corner of Lot 1, Block A, Pioneer Crossing, Phase A, Section 2, according to the map or plat thereof recorded in Document No. 1999000176 of the Official Public Records of Travis County, Texas., bears, S07 deg. 42'12"W 179.62 feet (direct tie);

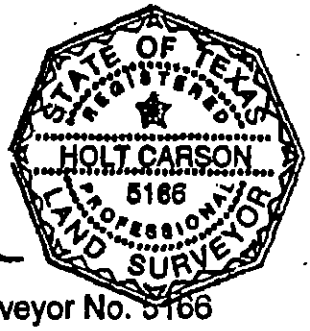
THENCE leaving the West right-of-way line of Dessau Road with the approximate centerline of Walnut Creek, **N38 deg. 26'01"W 44.66** feet to a point for the most Southerly Southeast corner of said Davidson & Associates VII (178.12 acre) tract, same being the most Southwesterly corner of the herein described tract;

THENCE leaving the approximate centerline of Walnut Creek, with the Southeasterly line of said Davidson & Associates VII (178.12 acre) tract, the following three courses:

1.) following along a branch of Walnut Creek, **N25 deg. 32'30"E 323.00 feet** to a 60D nail found at the top of a bluff;

2.)**N21 deg. 30'41"E** passing a square head bolt at a distance of 38.91 feet, from which a square head bolt found bears, N16 deg. 50'27"W 27.51 feet, continuing along said bearing for a total distance of **446.72 feet** to a 60D nail found in the Northwest face of a 36" Live Oak tree;

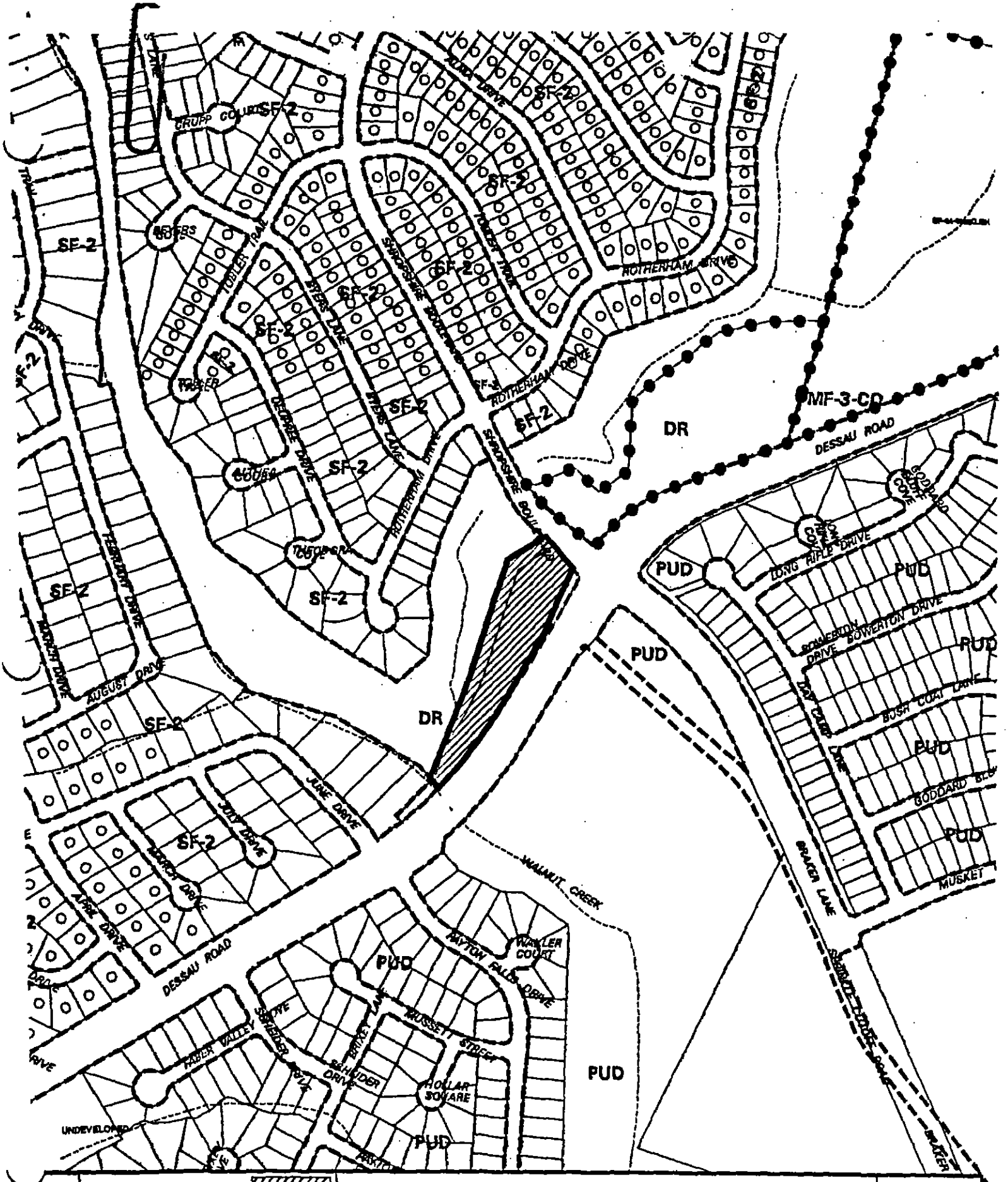
3.)**N61 deg. 37'44"E 150.71 feet**, to the **PLACE OF BEGINNING** and containing 2.92 acres of land.



SURVEYED: May 19, 2005
BY:

Holt Carson
Registered Professional Land Surveyor No. 5166

see accompanying map: B 748002



N	SUBJECT TRACT	ZONING EXHIBIT B	CITY GRID REFERENCE NUMBER
	PENDING CASE	CASE #: C14-05-0177	N31
	ZONING BOUNDARY	ADDRESS: 11000 BLOCK OF DESSAU RD	DATE: 05-10
1" = 400'	CASE MGR: S. SIRWAITIS	SUBJECT AREA (acres): 2.920	INTLS: SM

ZONING CHANGE REVIEW SHEET

CASE: C14-05-0177 **Z.A.P. DATE:** March 21, 2006
April 18, 2006

ADDRESS: 11000 Block of Dessau Road

OWNER/APPLICANT: Complete Real Estate SVC, Inc. (David Schoenemann)

AGENT: Thrower Design (Ron Thrower)

ZONING FROM: DR **TO:** GR **AREA:** 2.90 acres

SUMMARY STAFF RECOMMENDATION:

The staff's recommendation is to grant LR, Neighborhood Commercial District, zoning. This recommendation includes a public restrictive covenant to encompass the Transportation Impact Analysis (TIA) recommendations provided in Attachment A.

ZONING AND PLATTING COMMISSION RECOMMENDATION:

3/21/06: Postponed to April 18, 2006 by the neighborhood (8-0, J. Martinez-absent); M. Hawthorne-1st, J. Pinnelli-2nd.

4/18/06: Approved LR-CO zoning with the following conditions: prohibit Financial Services and Service Station uses and include the TIA recommendations in a public restrictive covenant (7-0, S. Hale, J. Martinez-left early); K. Jackson-1st, J. Pinnelli-2nd.

DEPARTMENT COMMENTS:

The property in question is undeveloped and moderately vegetated. The applicant is requesting a rezoning to develop retail uses, a convenience store and office use on the site.

The staff presents an alternate recommendation of LR, Neighborhood Commercial District, zoning for this tract of land because the location of the property meets the purpose statement of the LR district as it is situated at the entrance to a residential neighborhood. The LR district site development regulations and performance standards are designed to ensure that the use is compatible and complementary in scale and appearance with a residential environment. Neighborhood Commercial zoning would be appropriate at this location because the property is located at the intersection of a collector street and a major arterial roadway. The proposed commercial zoning will provide services to the surrounding residential areas to the northwest and southeast of Dessau Road. There is an existing creek bed located to the north of the site under consideration that will maintain a physical buffer for the proposed commercial uses from the single-family residential neighborhood to the north and west.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
Site	DR	Undeveloped
North	DR, SF-2	Undeveloped (Creek Bed-Existing Drainage Area), Single-Family Residential Uses
South	PUD	Detention Pond, Undeveloped Land (Pioneer Crossing PUD)
East	PUD	Single-Family Residential Uses (Recently developed in the Pioneer Crossing PUD)
West	DR, SF-2	Undeveloped Tract, Single-Family Residential Uses

AREA STUDY: N/A

TIA: Required

WATERSHED: Walnut Creek

DESIRED DEVELOPMENT ZONE: Yes

CAPITOL VIEW CORRIDOR: N/A

HILL COUNTRY ROADWAY: N/A

NEIGHBORHOOD ORGANIZATIONS:

51 - Northeast Walnut Creek Neighborhood Association
64 - River Oaks Lakes Estates Neighborhood
114 – North Growth Corridor Alliance
511 – Austin Neighborhoods Council
643 – NorthEast Action Group
742 – Austin Independent School District
746 – Woodcliff Neighborhood Association
937 – Taking Action, Inc.

CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-05-0124	I-RR to GR	Pending	Pending
C14-05-0065.SH	I-RR to MF-2	7/05/05: Approved staff's recommendation for MF-2-CO district zoning with the conditional overlay limiting the site to 2,000 vehicle trips per day, requiring the dedication of 70 feet of right-of-way from the existing/future centerline of Dessau Road in accordance with the Transportation Plan, and limiting development on the site to a maximum of 248 residential units (7-1, B. Baker-Nay, M. Whaley-Absent)	8/18/05: Approved ZAP recommendation of MF-2-CO (7-0); 1st reading 8/25/05: Approved MF-2-CO with conditions by consent (7-0); 2nd/3rd readings
C14-05-0036	DR, DR-H, PUD to P-H	4/19/05: Approved staff rec. of P and P-H by consent (6-0-1, BB-abstain)	5/12/05: Approved P and P-H by consent (7-0); 1st reading

C14-04-0056	I-RR to SF-2, SF-6, MF-3, CS	11/02/04: Approved staff's recommendation of SF-2-CO, SF-6, MF-3, LR, LR-MU, GR, GR-MU zoning by consent (9-0)	12/16/04: Granted SF-2-CO, SF-6, MF-3, LR-MU, GR and GR-MU (7-0); all 3 readings
C14-04-0127	GR-CO to GR	10/19/04: Approved staff's recommendation of GR-CO zoning by consent (9-0)	11/18/04: Granted GR-CO (7-0); all 3
C14-03-0001	DR to LO	1/28/03: Approved staff's recommendation of LO-CO zoning, w/2,000 trip limit (8-0, J. Donisi-absent)	2/27/03: Granted LO-CO on all 3 (6-0, Goodman-out of room)
C14-00-2241	GR to GR	1/09/01: Approved staff rec. of GR-CO, limiting the site to 2,000 vtpd and prohibiting Automotive Rentals, Automotive Repair Services, Automotive Sales, Business or Trade School, Business Support Services, Commercial Off-Street Parking, Communication Services, Drop-Off Recycling Collection Facility, Exterminating Services, Funeral Services, General Retail Sales (Convenience), General Retail Sales (General), Hotel/Motel, Hospital Services (General), Indoor Entertainment, Indoor Sports and Recreation, Outdoor Entertainment, Outdoor Sports and Recreation, Pawn Shop Services, Personal Improvement Services, Research Services, Theater, Restaurant (Drive-In, Fast Food), Restaurant (General); (8-0)	2/08/01: Approved GR-CO on all 3 readings (6-0)
C14-00-2101	DR to CS	8/1/00: Approved staff rec. w/ condition of no Adult Oriented Businesses (8-0)	9/28/00: Approved GR-CO w/ conditions on TR 1 & 2 (7-0); all 3 readings
C14H-00-0005	DR to DR-H	9/12/00: Approved staff rec. by consent (6-0)	10/5/00: approved DR-H (5-0); all 3 readings
C14-99-2028	DR to GR	9/21/99: Approved staff rec. of GR-CO, limiting the site to 2,000 vtpd and prohibiting Automotive Rentals, Automotive Repair Services, Automotive Sales, Automotive Washing, Business or Trade School, Business Support Services, Commercial Off-Street Parking, Communication Services, Drop-Off Recycling Collection Facility, Exterminating Services, Funeral Services, General Retail	12/02/99: Approved Commission Rec. of GR-CO, but modified rec. to allow Restaurants (5-1, GG-Nay, WL-absent); 1st reading 12/16/99: Approved GR-CO (7-0); 2nd/3rd readings

		Services, Hotel/Motel, Hospital Services (General), Indoor Entertainment, Indoor Sports and Recreation, Outdoor Entertainment, Outdoor Sports and Recreation, Pawn Shop Services, Personal Improvement Services, Research Services, Restaurant (Drive-In, Fast Food), Theater; (8-0)	
C14-99-0006	I-RR to P	6/08/99: Approved staff rec. of P (6-0)	Approved PC rec. of P (5-0); 1st reading 1/27/00: Approved P (5-0, Watson-absent, Lewis-out of room); 2nd/3rd readings
C14-98-0258	DR to MF-2	10/26/99: Approved staff rec. of MF-2-CO, w/ 400 unit limit, by consent (8-0, BH-off dias)	12/2/99: Approved PC rec. of MF-2-CO w/ conditions (6-0, WL-absent); 1st reading 1/27/00: Approved 2nd/3rd readings by consent (6-0)
C14-98-0257	DR to GR	10/26/99: Approved staff rec. of LO-CO (TR 1, 2, 3) & GR (TR 4 & 5) by consent (8-0, BH-off dias)	12/2/99: Approved PC rec. of LO (TR1), LO-CO (TR 2 & 3) w/ conditions, and GR (TR 4 & 5) (6-0, WL-absent); 1st reading 1/27/00: Approved 2nd/3rd readings by consent (6-0)
C14-98-0126	DR to GR	9/29/98: Approved LR-CO w/ conditions that uses limited to 'NO' uses (9-0)	11/5/98: Approved PC rec. of LR-CO (TRA) & LO-CO (TRB) w/ conditions (6-0); all 3 readings
C14-98-0046	DR to GR-CO	7/14/98: Approved GR-CO; limiting the site to 2,000 vtpd, limit the site to 70% impervious cover, structures 200 feet from the western property line shall not exceed 25 feet in height, and prohibiting Automotive Rentals, Automotive Repair Services, Automotive Sales Automotive Washing, Commercial Off-Street Parking, Pawn Shop Services, (8-0)	8/13/98: Approved PC rec. of GR-CO (6-0); 1st reading 1/21/99: Approved GR-CO (7-0); 2nd reading 2/04/99: Approved GR-CO (7-0); 2nd/3rd readings
C14-97-0126	DR to GR	12/9/97: Approved GR-CO w/ conditions (5-3)	2/5/98: Approved PC rec. of GR-CO w/ new conditions (5-0); 1st reading 4/9/98: Approved GR-CO w/ conditions (7-0); 2nd/ 3rd readings

C14-96-0116	DR to GR	10/08/96: Approved staff rec. of GR (9-0)	10/24/96: Approved PC rec. of GR (6-0); 1st reading 3/06/97: Approved GR (7-0); 2nd/ 3rd readings

RELATED CASES: N/A

ABUTTING STREETS:

Name	ROW	Pavement	Classification	Daily Traffic	Bus Route	Bike Route
Dessau Road	Varies	2 @ 24 ft	MAD 4	1,473 (6/21/04)	Not available within 1/4 mile	Priority 1, Route 228

CITY COUNCIL DATE: May 18, 2006

ACTION: Approved ZAP recommendation of LR-CO on first reading with additional conditions of 70% impervious cover maximum, make median cut on Shropshire compatible with driveway entrance to Tract 2, direct Transportation staff to analyze trip limitation for site and bring back information at 2nd/3rd readings (on June 22nd), and direct Transportation staff to bring back plan to lower the speed limit below 50 miles per hour on Dessau Road or to make a report to support the 50 miles per hour peed on Dessau Road at 2nd/3rd readings of the case (4-1, Thomas/Kim-off dias, Alvarez-nay); Leffingwell-1st, Dunkerley-2nd.

June 22, 2006

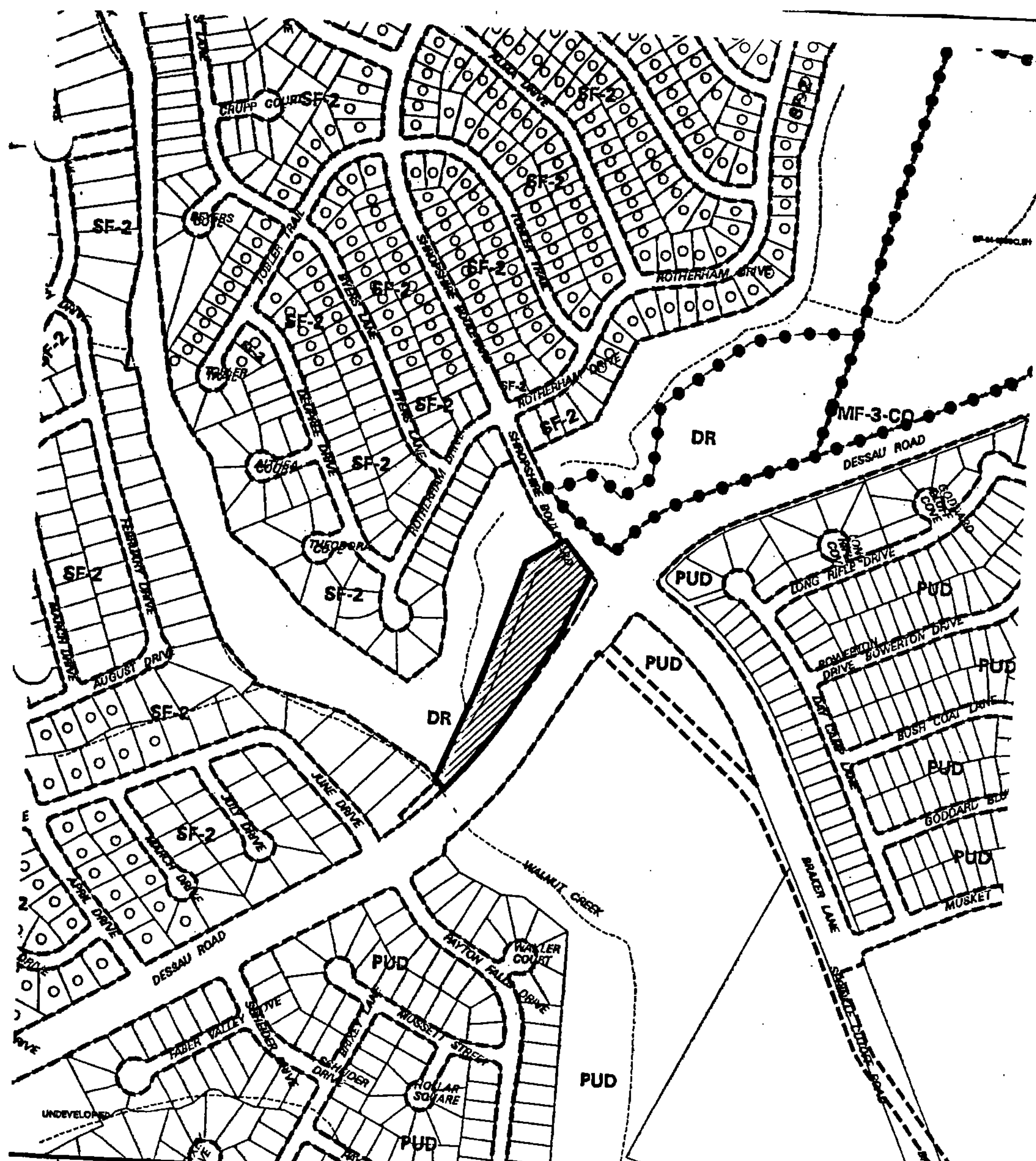
ACTION:

ORDINANCE READINGS: 1st 5/18/06 2nd 3rd

ORDINANCE NUMBER:

CASE MANAGER: Sherri Sirwaitis

PHONE: 974-3057,
sherri.sirwaitis@ci.austin.tx.us



SUBJECT TRACT PENDING CASE ZONING BOUNDARY CASE MGR: S. SIRWAITIS	**ZONING** CASE #: C14-05-0177 ADDRESS: 11000 BLOCK OF DESSAU RD SUBJECT AREA (acres): 2.920 DATE: 05-10 INTLS: SM	CITY GRID REFERENCE NUMBER N31

1" = 400'

STAFF RECOMMENDATION

The staff's recommendation is to grant LR, Neighborhood Commercial District, zoning. This recommendation includes a public restrictive covenant to encompass the Transportation Impact Analysis (TIA) recommendations provided in Attachment A.

BASIS FOR RECOMMENDATION

1. *The proposed zoning should be consistent with the purpose statement of the district sought.*

   Neighborhood commercial (LR) district is the designation for a commercial use that provides business service and office facilities for the residents of a neighborhood. Site development regulations and performance standards applicable to a LR district use are designed to ensure that the use is compatible and complementary in scale and appearance with the residential environment.

2. *The proposed zoning should promote consistency and orderly planning.*

   The proposed LR zoning is compatible with the surrounding uses because the property is located at the entrance to a residential neighborhood fronting Dessau Road, a major arterial roadway. LR zoning will allow for commercial development that will be compatible with the SF-2 and DR zoning to the north, the proposed LR zoning to the east and the PUD zoning to the south.

3. *The proposed zoning should allow for a reasonable use of the property.*

   LR zoning will allow for a reasonable use of the property as it will permit a variety of retail and office uses that will provide services to the surrounding residential areas.

4. *Zoning should promote the policy of locating retail and more intensive zoning near the intersections of arterial roadways or at the intersections of arterials and major collectors.*

   The proposed LR zoning will be located at the intersection of a major arterial roadway, Dessau Road, and a collector street, Shropshire Boulevard/Braker Lane.

EXISTING CONDITIONS

Site Characteristics

The site under consideration is currently undeveloped. The property slopes to the north and is moderately vegetated.

Hill Country Roadway

The site is not within a Hill Country Roadway Corridor.

Impervious Cover

The maximum impervious cover allowed by the GR zoning district would be 90%. However, because the watershed impervious cover is more restrictive than the zoning district's allowable impervious cover, the impervious cover is limited by the watershed regulations.

Under current watershed regulations, development or redevelopment on this site will be subject to the following impervious cover limits:

Development Classification	% of Net Site Area	% with Transfers
Single-Family (minimum lot size 5750 sq. ft.)	50%	60%
Other Single-Family or Duplex	55%	60%
Multifamily	60%	70%
Commercial	80%	90%

Note: The most restrictive impervious cover limit applies.

Environmental

The site is not located over the Edward's Aquifer Recharge Zone. The site is in the Desired Development Zone. The site is in the Walnut Creek Watershed of the Colorado River Basin, which is classified as a Suburban Watershed by Chapter 25-8 of the City's Land Development Code.

According to flood plain maps, there is a floodplain within the project boundary. Based upon the close proximity of flood plain, offsite drainage should be calculated to determine the exact location of the boundaries. No development is permitted in the Critical Water Quality Zone, while impervious cover is limited to 30% in the Water Quality Transition Zone.

Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.

At this time, site specific information is unavailable regarding existing trees and other vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.

Under current watershed regulations, development or redevelopment on this site will be subject to the following water quality control requirements:

- Structural controls: Sedimentation and filtration basins with increased capture volume and 2 year detention.

At this time, no information has been provided as to whether this property has any pre-existing approvals that preempt current water quality or Code requirements.

Transportation

A traffic impact analysis is required and has been received. Additional right-of-way, participation in roadway improvements, or limitations on development intensity may be recommended based on review of the TIA. [LDC, Sec. 25-6-142]. Comments will be provided in a separate memo.

Water and Wastewater

The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at own expense, will be responsible for providing the water and wastewater utility improvements, system upgrades, offsite main extension, utility adjustments, and relocation. The water and wastewater utility plan must be reviewed and approved by the Austin Water Utility. The plan

must be in accordance with the City design criteria. The utility construction must be inspected by the City. The landowner must pay the associated and applicable City fees.

Stormwater Detention

At the time a final subdivision plat, subdivision construction plans, or site plan is submitted, the developer must demonstrate that the proposed development will not result in additional identifiable flooding of other property. Any increase in stormwater runoff will be mitigated through on-site stormwater detention ponds, or participation in the City of Austin Regional Stormwater Management Program if available.

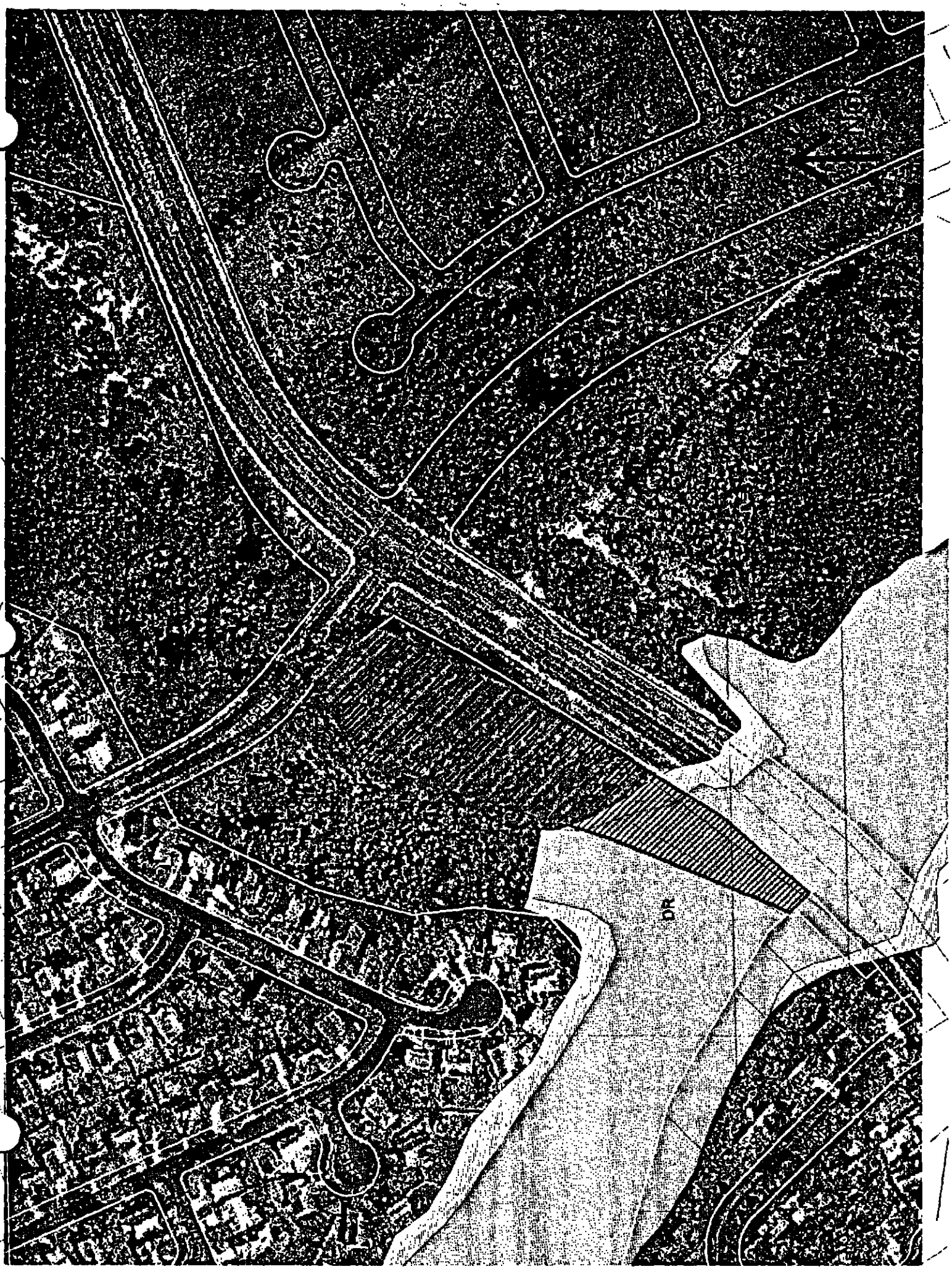
Compatibility Standards

The site is subject to compatibility standards. Along the north and west property lines, the following standards apply:

- No structure may be built within 25 feet of the property line.
- No structure in excess of two stories or 30 feet in height may be constructed within 50 feet of the property line.
- No structure in excess of three stories or 40 feet in height may be constructed within 100 feet of the property line.
- No parking or driveways are allowed within 25 feet of the property line.
- In addition, a fence, berm, or dense vegetation must be provided to screen adjoining properties from views of parking, mechanical equipment, storage, and refuse collection.
- Additional design regulations will be enforced at the time a site plan is submitted.

Any development which occurs in an SF-6 or less restrictive zoning district which is located 540-feet or less from property in an SF-5 or more restrictive zoning district will be subject to compatibility development regulations.


SP-04-0983C.SH
SP-02-020
MF-3-CO
DR
SF-2
ALMA DR
TOBLER TRL
SHROPSHIRE BLVD
BYERS LN
DEVPREE DR
ALTHEA CT
THEODORA CV
ROTHERHAM DR
RIVER OAKS
JANUARY DR
FEBRUARY DR
MARCH DR
APRIL DR
AUGUST DR
20051103-010
JUNE DR
JULY DR
DESSAU RD
SEPTEMBER DR
MAY DR
SCHEIDER DR
FABER VALLEY CV
BRIXEY LN
MUSSETT ST
PAYTON FALLS DR
PUD
LONG RIFLE DR
BOWERTON DR
LARCH VALLEY DR
RUSH COAT LN
GODDARD BLUFF DR
DAY CAMP LN
HORSE WAGON
E BRAKER LN
MUSKET VALLEY TRL
SP-03-0394C
NORTH


DR

Attachment A

Date: June 15, 2006
To: Sherri Sirwaitis, Case Manager
CC: Scott Feldman, Alliance Transportation Group
Reference: Shropshire-Dessau Retail Tract TIA, C14-05-0176/-0177

The Transportation Review Section has reviewed the Traffic Impact Analysis for the Shropshire-Dessau Retail Tract, dated September 2005, prepared by Scott Feldman of Alliance Transportation Group and offers the following comments:

TRIP GENERATION

The Shropshire-Dessau Retail Tract is a 9.59-acre development located in north Austin at the intersection of Shropshire/Braker Lane and Dessau Road.

The property is currently undeveloped and zoned Development Reserve (DR). The applicant has requested a zoning change to Community Commercial (GR) for the entire tract. The estimated completion of the project is expected in the year 2007.

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE), the development will generate approximately 4,809 unadjusted average daily trips (ADT).

The table below shows the adjusted trip generation by land use for the proposed development:

Table 1. Trip Generation

LAND USE	Size	ADT	AM Peak	PM Peak
General Office	8,000sf	186	25	82
Shopping Center	20,300sf	2,200	60	145
Convenience Store Open 15-16 hours	3,418sf	N/A	334	93
Drive In Bank	2,400sf	488	30	58
Fast Food with Drive-Thru	3,260sf	1,338	89	57
	Total	**4,212**	**538**	**435**

ASSUMPTIONS

1. Background traffic volumes for 2005 included estimated traffic volumes for the following projects:
   - Carmel Valley C14-03-0149
   - Pioneer Crossing C8-98-0115
   - Parmer Park SP-03-0125C
2. A growth rate of 1.8% was assumed for all roadways within the study area.

3. Pass-by and internal capture reductions were taken for the following uses:

Land Use	Pass-By Reductions		Internal Capture Reductions	
	AM	PM	Enter	Exit
General Office	0%	0%	13.3%	1.4%
Shopping Center	0%	34%	21.9%	20.2%
Convenience Store open 15-16 hours	0%	61%	1.7%	3.3%
Drive In Bank	0%	47%	0%	0%
Fast Food with Drive Thru	49%	50%	0%	0%

4. No reductions were taken for transit use.

EXISTING AND PLANNED ROADWAYS

Dessau Road – Dessau Road forms the eastern boundary for this site and is currently constructed as a six-lane major divided arterial. Traffic volumes for Dessau Road south of Parmer Lane were 24,842vpd in 2004.

Shropshire Boulevard – This roadway bisects the proposed site and is currently classified as a 2-lane collector. Adjacent to the subject tracts, Shropshire Boulevard is divided with 20 feet of pavement in the westbound lane and 30 feet of pavement in the eastbound lane. West of the proposed site, Shropshire becomes undivided with a total of 40 feet of pavement. 2005 traffic volumes on Shropshire Boulevard were 3,829vpd.

Braker Lane – Braker Lane forms the eastern leg of the intersection of Dessau Road and Shropshire/Braker. Braker Lane is currently classified as a 4-lane major arterial and the Roadway Plan calls for Braker Lane to be upgraded to a 6-lane major divided roadway by 2025.

INTERSECTION LEVEL OF SERVICE (LOS)

The TIA analyzed 8 intersections, 3 of which are signalized. Existing and projected levels of service are as follows, assuming that all improvements recommended in the TIA are built:

Table 3. Level of Service

Intersection	2005 Existing		2007 Site + Forecasted	
	AM	PM	AM	PM
Dessau Road and Parmer Lane*	D	D	D	D
Dessau Road and Shropshire/Braker Lane*	D	D	D	D
Dessau Road and Braker Lane*	D	D	D	D
Dessau Road and Driveway 1			A	A
Shropshire Boulevard and Driveway 2			A	A
Shropshire Boulevard and Driveway 3			A	A
Dessau Road and Driveway 4			A	A
Dessau Road and Driveway 5			A	A

*= SIGNALIZED

NIEGHBORHOOD IMPACT ANAYLSIS

A neighborhood traffic impact analysis was performed for the portion of Shropshire Boulevard between Dessau Road and Alma Drive. This segment of Shropshire Boulevard is considered a residential collector because at least 50% of the frontage located within 1500 feet or less from the proposed project's property line has an urban family residential district (SF-5) or more restrictive zoning designation. Shropshire Boulevard is currently divided with 20 feet of pavement in the westbound lane and 30 feet of pavement in the eastbound lane directly adjacent to the subject tract. West of the proposed site, Shropshire becomes undivided with a total of 40 feet of pavement. The current traffic volume on Shropshire Boulevard west of Dessau Road is 3,829 vpd. Applying the assumed 1.8% growth rate, in 2007 the traffic volume on Shropshire will be 3,968 vpd.

Section 25-6-116 of the Land Development Code states that traffic on a residential collector street 40 feet or wider is operating at a desirable level if it does not exceed 4,000 vehicle trips per day. Based upon existing and projected traffic volumes on Shropshire Boulevard, the street is currently operating at a desirable level. With the inclusion of site traffic, total traffic on Shropshire west of Dessau will be 4,208 vpd. Site traffic results in a 5.7% increase in total traffic on Shropshire. It is estimated that this new site traffic will exist on Shropshire with or without the two proposed driveways to Shropshire, due to the assumption that the majority of this site traffic will be generated by the adjacent neighborhood. Therefore, elimination of the two driveways proposed to Shropshire will not eliminate the 5.7% increase in total traffic on Shropshire. As a requirement of this development, fiscal will be posted to restripe the eastbound leg of the intersection of Shropshire and Dessau to provide a designated left turn.

RECOMMENDATIONS

1) Prior to 3rd Reading at City Council, fiscal is required to be posted for the following improvements:

Intersection	Improvement	Pro Rata Share Percentage
Dessau Road and Parmer Lane	Add an eastbound left turn lane	4.5%
Dessau Road and Shropshire/Braker Lane	Restripe eastbound thru lane as a left turn lane	67%

2) If a median break is proposed in conjunction with access to Driveway 3 from Shropshire Boulevard, the developer is responsible for median break improvements during the site plan process.

3) Submittal of 3 copies of the final version of the TIA is required prior to 3rd Reading at City Council.

4) Development of this property should be limited to uses and intensities which will not exceed or vary from the projected traffic conditions assumed in the TIA, including peak hour trip generations, traffic distribution, roadway conditions, and other traffic related characteristics.

If you have any questions or require additional information, please contact me at 974-2628.

Amy Link
Sr. Planner ~ Transportation Review Staff
Watershed Protection and Development Review

Attachment B

ALLIANCE
Transportation Group, Inc.

TECHNICAL MEMORANDUM

To: Amy Link, Senior Planner
Watershed Development and Development Review Department
505 Barton Springs Road
Austin, Texas 78704

From: Arthur F. Gamble, III, P.E.
Alliance Transportation Group, Inc.
100 East Anderson Lane, Suite 300
Austin, Texas 78752

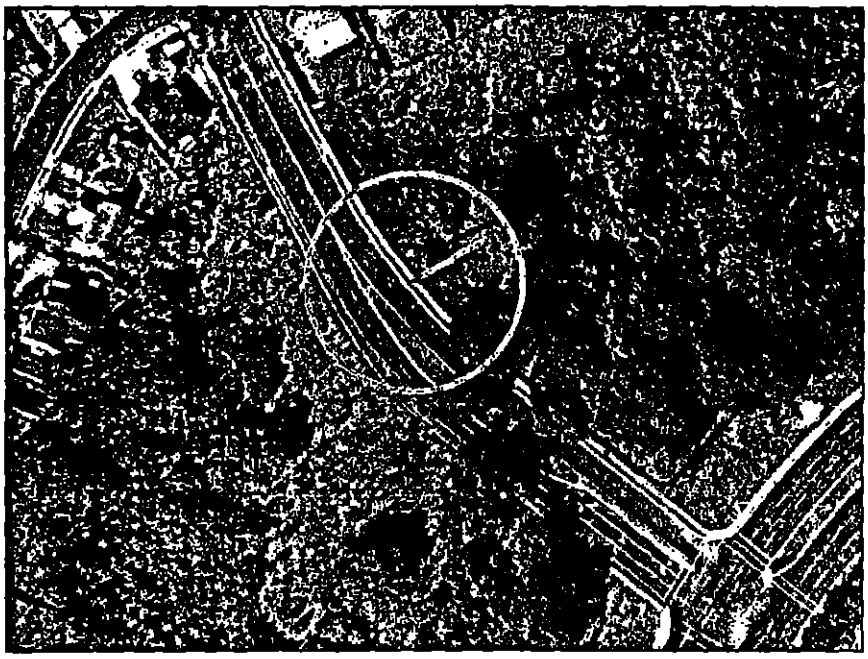
Date: June 12, 2006

Re: Shropshire Boulevard Driveway Evaluation

Introduction

Alliance Transportation Group, Inc. (ATG) has been contracted to evaluate the impact of moving the northern driveway taking access to Shropshire Boulevard to the northwest edge of the property and constructing a median break to allow left turns. This site is located at the corner of Dessau Road and Shropshire Boulevard in Austin, Texas. The purpose of this study is to determine whether there is adequate sight distance and evaluate the operational level of service of the driveway. **Figure 1** shows the intersection of Shropshire and Dessau, property lines, and the proposed driveway location.

Figure1. Proposed Driveway Location



Alliance Transportation Group, Inc. ★ 100 East Anderson Lane, Suite 300 ★ Austin, Texas 78752
Phone 512. 821.2081 ★ Fax 512.821.2085 ★Toll Free 866.576.0597
www.alliance-transportation.com

Sight Distance Requirements

AASHTO's A Policy on Geometric Design of Highways and Streets, (the "Green Book") defines sight distance as "... the distance along a roadway that an object of specified height is continuously visible to the driver." For this study, an object height of 4.25 feet is adopted, as specified in the Green Book. The height of the driver's eye is considered to be 3.50 feet above the road surface, with the lateral position of the driver's eye in the stopped vehicle being 14 feet behind the edge of pavement.

Where traffic on the minor road of an intersection is controlled by stop signs, the driver of the vehicle on the minor road must have sufficient sight distance for a safe departure from the stopped position, even though the approaching vehicle comes in view as the stopped vehicle begins its departure movements. There are two basic maneuvers that occur at the average three-legged intersection. These maneuvers are:

A. To turn left into the crossing roadway by first clearing traffic on the left and then to enter the traffic stream with vehicle from the right; and

B. To turn right into the intersecting roadway by entering the traffic stream with vehicles from the left.

Sight distances for each maneuver depend on several variables, including the design speed on the major roadway and characteristics of the design vehicle. The speed on the major roadway in this study is posted at 45 mph. The design vehicle is the standard passenger car.

The intersection sight distance requirement for vehicles turning from the minor street onto the major street can be calculated using the following equation

$$ISD = 1.47*V*T \qquad \text{(Ref 1)}$$

ISD = Intersection Sight Distance (feet)
V = Speed of major street traffic (mph)
T = Time Gap for minor street vehicles to enter major roadway (seconds).

The sight distance varies for vehicles turning right or left onto the major roadway. Field studies have shown that vehicles turning left onto a major roadway require a larger gap between vehicles than vehicles turning right onto the major roadway. **Table 1** shows the required typical gap acceptance time for vehicles turning onto a major roadway

Table 1: Gap Acceptance Time

Design Vehicle	Gap Acceptance Time Left Turn (sec.)	Gap Acceptance Time Right Turn (sec.)
Passenger Car	7.5	6.5
Single-unit truck	9.5	8.5
Combination truck	11.5	11.5

Note: Time gaps are for a stopped vehicle to turn right or left onto a two lane highway with no median and grades 3 percent or less. The tables require adjustment as follows:

For multilane highways:

For left or right turns onto two-way highways with more than two lanes, add 0.5 seconds for passenger cars.

For minor road approach grades:

If the approach grade is an upgrade that exceeds 3 percent; add 0.2 seconds for each percent grade for left turns.

Shropshire is a two lane divided collector, with a posted speed limit of 30 mph. This speed is used to calculate the required intersection sight distance at Shropshire and the driveway.

For **Case A**, the intersection sight distance requirement for vehicles turning left from a minor street onto the major street can be expressed by the following equation:

Gap acceptance time = 7.5 seconds
Major Street Speed = 30 mph

ISD =1.47* 7.5 seconds * 30 mph
ISD = 331 feet

For **Case B**, the intersection sight distance requirement for vehicles turning right from a minor street onto the major street can be expressed by the following equation:

Gap acceptance time = 6.5 seconds
Major Street Speed = 30 mph

ISD =1.47* 6.5 seconds * 30 mph
ISD = 287 feet

Sight Distance Measurement

The measured sight distance in the field was 612 feet to the northwest and 290 feet to the southeast towards the intersection of Shropshire with Dessau. The measured values shown in **Table 2** exceed the calculated minimum sight distance referenced in the AASHTO Green Book. In addition, vehicles turning from Dessau onto Shropshire are visible from the proposed driveway location as they make the turn and vehicles crossing Dessau from East Braker Lane to Shropshire are visible from the proposed driveway location as they clear the intersection.

Table 2: Sight Distance

Movement	Minimum Required Sight Distance	Measured Sight Distance
Left-turn	331 feet	612 feet
Right-turn	287 feet	290 feet

Operational Study

The current roadway network was studied to establish baseline conditions. This analysis calculates existing intersection Levels of Service and traffic flow in and around the study area. In addition, current intersection deficiencies can be identified during this analysis.

AM and PM peak hour (7-9 am and 4-6 pm) turning movement counts were obtained in August of 2005 at the following intersection. These counts are included in the **Appendix**.

- Shropshire and Dessau

Analysis

As shown in the original TIA, the proposed land use evaluated in this study consists of a mix of retail and office. The expected completion date for the project is 2007. Background traffic volumes for 2007 are based on existing traffic counts collected in August of 2005. Historical traffic data were reviewed to calculate an annual growth rate to apply to the existing counts. This growth rate was determined to be 1.8 percent. The growth rate was applied to the existing counts to arrive at 2007 background traffic.

Entering and exiting volumes were calculated using information from *ITE's Trip Generation Manual, 7th edition*[2] and are shown in **Table 3**. The reported volumes are for the peak generation hours for the Shropshire-Dessau Retail Site.

Table 3: Unadjusted ITE Trip Generation

ITE DESCRIPTION	DAILY	AM PEAK VOLS.			PM PEAK VOLS.		
	Total	Total	Enter	Exit	Total	Enter	Exit
General Office	191	25	22	3	88	15	73
Shopping Center	2,409	60	37	23	219	105	114
Convenience Store open 15-16 hours	No data	334	167	167	243	119	124
Drive in Bank	592	30	17	13	110	55	55
Fast Food w/ Drive-Thru	1,617	173	88	85	113	59	54
	4,809	**622**	**331**	**291**	**773**	**353**	**420**

Pass-by trips and internal capture can account for a significant portion of a site's generated traffic. Pass-by trips are attracted to the site from traffic passing on an adjacent street. Internal Capture trips are attracted to the site from other land uses on the site. Due to the site lay out and land uses within this site, adjustments for pass-by trips and internal capture were applied to the data shown in **Table 3** and are shown in **Table 4**. The adjusted volumes are shown in **Table 5**.

Table 4: Pass-by and Internal Capture Rates

ITE DESCRIPTION	PASS-BY		INTERNAL CAPTURE-PM	
	AM	PM	Enter	Exit
General Office	0%	0%	26.7%	2.7%
Shopping Center	0%	34%	0.0%	0.0%
Convenience Store open 15-16 hours	0%	61%	1.7%	3.2%
Drive in Bank	0%	47%	0.0%	0.0%
Fast Food w/ Drive-Thru	49%	50%	0.0%	0.0%

Table 5: Adjusted ITE Trip Generation

ITE DESCRIPTION	DAILY VOLS.	AM PEAK VOLS.			PM PEAK VOLS.		
	Total	Total	Enter	Exit	Total	Enter	Exit
General Office	186	25	22	3	82	11	71
Shopping Center	2,200	60	37	23	145	68	77
Convenience Store open 15-16 hours	No Data	334	167	167	93	44	49
Drive in Bank	444	30	17	13	58	29	29
Fast Food w/ Drive-Thru	1,292	89	46	43	57	31	26
	4,122	**538**	**289**	**249**	**435**	**183**	**252**

Trip distribution is also the same as that shown in the original TIA. The intersection analyses performed for this study are based on the *Highway Capacity Manual, 2000, (HCM)* [1], chapters sixteen and seventeen (16 & 17). These sections discuss the methodology used to determine Level of Service at signalized and un-signalized intersections. Synchro™ version 6.0 is used to evaluate future conditions.

A summary of the analysis results is shown in **Table 6**. Analysis worksheets are provided in the **Appendix**.

ALLIANCE
Transportation Group, Inc.

Table 6: LOS Analysis

INTERSECTION	PEAK PERIOD	INTERSECTION DELAY	LOS
Shropshire & Desssau	AM	48.4	D
	PM	54.4	D
Shropshire & Driveway	AM	1.1	A
	PM	2.5	A

As indicated in the above table, acceptable operations are projected for the intersections of Dessau and Shropshire as well as Shropshire and the proposed driveway.

Findings and Recommendations

This study has analyzed the proposed driveway relocation on Shropshire for the year 2007. The relocation of this driveway is shown to have little to no impact on the surrounding roadway network and does not require any additional traffic control to operate at an acceptable Level of Service for the 2007 future year.

The measured sight distance at the intersection of the proposed driveway and Shropshire was found to be greater than the minimum calculated sight distance referenced in the AASHTO Green Book.

Based on the analysis performed in this study, it is our recommendation that the driveway location be approved as planned.

If you have any questions related to this matter, please contact me at 821-2081.

Attachments:

Turning Movement Counts
Operational Analysis

Shropshire @ Dessau AM Peak

StartTime	StopTime	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total	NApproach	SApproach	EApproach	WApproach
7:00 AM	7:15 AM	17	88	4	24	424	7	6	6	61	19	2	10	670	109	455	75	31
7:15 AM	7:30 AM	17	131	12	21	479	4	7	8	68	18	4	25	794	160	504	83	47
7:30 AM	7:45 AM	32	134	23	27	446	7	10	8	62	15	4	13	781	189	480	80	32
7:45 AM	8:00 AM	17	141	22	28	485	7	8	3	85	25	6	13	840	180	520	96	44
8:00 AM	8:15 AM	21	203	19	15	261	3	14	14	38	25	13	7	633	243	279	66	45
8:15 AM	8:30 AM	8	144	3	46	224	2	10	18	21	9	7	5	498	156	272	49	21
8:30 AM	8:45 AM	14	79	4	15	145	3	5	8	14	21	8	1	317	97	163	27	30
8:45 AM	9:00 AM	14	103	10	11	137	8	3	1	18	16	0	16	337	127	156	22	32
Peak Hour																		
7:00 AM	8:00 AM	83	494	61	100	1834	25	33	25	276	77	16	61	3085	638	1959	334	154

Shropshire @ Dessau PM Peak

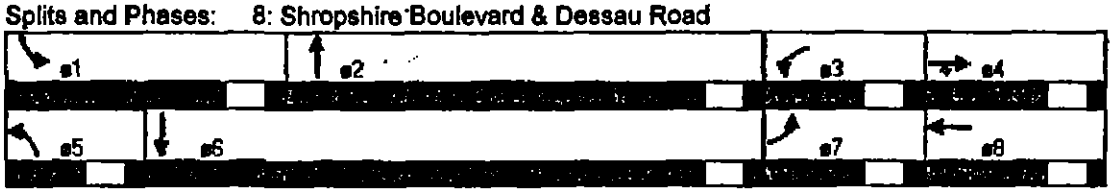
StartTime	StopTime	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total	NApproach	SApproach	EApproach	WApproach
4:00 PM	4:15 PM	18	185	3	11	75	8	2	6	13	8	10	14	353	206	94	21	32
4:15 PM	4:30 PM	33	260	10	24	163	5	4	5	23	14	7	34	572	303	182	32	55
4:30 PM	4:45 PM	45	284	9	32	178	13	2	4	11	13	9	15	615	338	223	17	37
4:45 PM	5:00 PM	58	293	8	18	135	14	4	4	11	10	6	22	583	359	167	19	38
5:00 PM	5:15 PM	35	384	14	15	112	10	8	7	10	3	1	7	606	433	137	25	11
5:15 PM	5:30 PM	42	553	15	15	150	9	12	13	15	17	15	28	884	610	174	40	60
5:30 PM	5:45 PM	72	464	12	15	140	9	8	4	32	18	16	37	827	548	164	44	71
5:45 PM	6:00 PM	62	422	23	24	200	13	9	7	19	12	10	31	832	507	237	35	53
Peak Hour																		
5:00 PM	6:00 PM	211	1823	64	69	602	41	37	31	76	50	42	103	3149	2098	712	144	195

Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1770	1863	1583	3433	1626	0	1770	4917	0	1770	5070	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1583	3433	1626	0	1770	4917	0	1770	5070	0
Satd. Flow (RTOR)			130		127			78			4	
Volume (vph)	165	38	287	349	21	117	146	681	195	223	2388	47
Lane Group Flow (vph)	179	41	312	379	150	0	159	952	0	242	2647	0
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Detector Phases	7	4	4	3	8		5	2		1	6	
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0		5.0	30.0		5.0	30.0	
Minimum Split (s)	11.0	18.0	18.0	11.0	18.0		11.0	36.0		11.0	36.0	
Total Split (s)	16.0	18.0	18.0	16.0	18.0	0.0	14.0	48.0	0.0	28.0	62.0	0.0
Total Split (%)	14.5%	16.4%	16.4%	14.5%	16.4%	0.0%	12.7%	43.6%	0.0%	25.5%	56.4%	0.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Min		None	None	
Act Effct Green (s)	12.0	14.0	14.0	12.0	14.0		10.0	48.0		20.0	58.0	
Actuated g/C Ratio	0.11	0.13	0.13	0.11	0.13		0.09	0.44		0.18	0.53	
v/c Ratio	0.93	0.17	0.99	1.01	0.47		0.99	0.43		0.75	0.99	
Control Delay	97.9	44.9	77.4	98.5	16.6		118.9	21.0		50.6	41.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	97.9	44.9	77.4	98.5	16.6		118.9	21.0		50.6	41.2	
LOS	F	D	E	F	B		F	C		D	D	
Approach Delay		81.8			75.3			35.0			42.0	
Approach LOS		F			E			C			D	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 48.1 — Intersection LOS: D
Intersection Capacity Utilization 88.6% — ICU Level of Service E
Analysis Period (min) 15

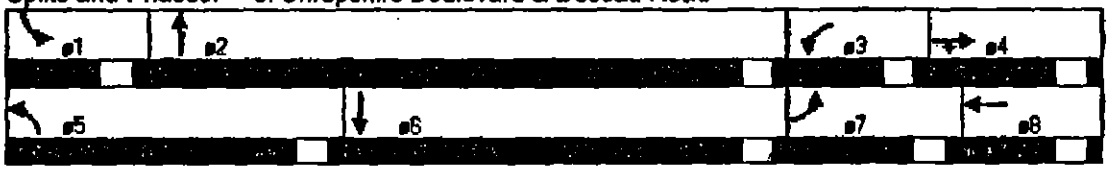
Splits and Phases: 8: Shropshire Boulevard & Dessau Road



Lane Configurations												
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1770	1863	1583	3433	1643	0	1770	5009	0	1770	5009	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1583	3433	1643	0	1770	5009	0	1770	5009	0
Satd. Flow (RTOR)			91		105			21			16	
Volume (vph)	240	43	84	191	51	187	309	2286	245	168	886	98
Lane Group Flow (vph)	261	47	91	208	258	0	336	2751	0	183	1070	0
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Detector Phases	7	4	4	3	8		5	2		1	6	
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0		5.0	30.0		5.0	30.0	
Minimum Split (s)	11.0	18.0	18.0	11.0	18.0		11.0	36.0		11.0	36.0	
Total Split (s)	22.0	22.0	22.0	18.0	18.0	0.0	43.0	82.0	0.0	18.0	57.0	0.0
Total Split (%)	15.7%	15.7%	15.7%	12.9%	12.9%	0.0%	30.7%	58.6%	0.0%	12.9%	40.7%	0.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Min		None	None	
Act Effct Green (s)	18.0	18.4	18.4	13.6	14.0		31.6	78.0		14.0	60.4	
Actuated g/C Ratio	0.13	0.13	0.13	0.10	0.10		0.23	0.56		0.10	0.43	
v/c Ratio	1.14	0.19	0.32	0.62	1.00		0.84	0.98		1.03	0.49	
Control Delay	157.0	56.9	13.4	68.8	91.6		60.1	43.5		136.8	30.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	157.0	56.9	13.4	68.8	91.6		60.1	43.5		136.8	30.1	
LOS	F	E	B	E	F		E	D		F	C	
Approach Delay		112.4			81.4			45.3			45.7	
Approach LOS		F			F			D			D	

Cycle Length: 140
Actuated Cycle Length: 140
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.14
Intersection Signal Delay: 53.8
Intersection LOS: D
Intersection Capacity Utilization 99.8%
ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 8: Shropshire Boulevard & Dessau Road



Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	4	188	333	91	98	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	204	362	99	107	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)			209			
pX, platoon unblocked						
vC, conflicting volume	461				624	411
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	461				624	411
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				76	97
cM capacity (veh/h)	1100				447	640

Volume Total	209	461	123
Volume Left	4	0	107
Volume Right	0	99	16
cSH	1100	1700	466
Volume to Capacity	0.00	0.27	0.26
Queue Length 95th (ft)	0	0	26
Control Delay (s)	0.2	0.0	15.5
Lane LOS	A		C
Approach Delay (s)	0.2	0.0	15.5
Approach LOS			C

Average Delay		2.5	
Intersection Capacity Utilization		36.1%	ICU Level of Service A
Analysis Period (min)		15	

Attachment C

MEMORANDUM

TO:	Sherri Sirwaitis, Case Manager Members of the City Council
FROM:	Amy Link, Transportation Review
DATE:	June 15, 2006
SUBJECT:	Median Break in Shropshire Boulevard Case Number – C14-05-0176 and C14-05-0177

In response to questions raised by the City Council regarding a possible median break in Shropshire Boulevard, the following information is provided.

Based upon information provided by Trey Gamble, P.E., of Alliance Transportation Group, if driveway access from the northern tract to Shropshire Boulevard was shifted further west to align with a possible median break in Shropshire Boulevard, adequate sight distance is currently available to accommodate traffic accessing this driveway.

Sight Distance		
Movement	**Minimum Required Site Distance**	**Measured Sight Distance**
Left Turn	331 feet	612 feet
Right Turn	287 feet	290 feet

An intersection analysis of the relocated driveway as well as the intersection of Shropshire Boulevard and Dessau Road was also performed to assess the impact of a full function driveway resulting from the addition of a median break in Shropshire Boulevard. As depicted in the following table, the level of service will remain acceptable.

Level of Service		
Intersection	**2007 Site + Forecasted**	
	AM	**PM**
Shropshire and Dessau	D	D
Shropshire and Driveway 3	A	A

If you have any questions or require additional information, please contact me at 974-2628.

Amy Link

Amy Link
Senior Planner~ Transportation Review Staff